

Install Instructions

- Remove the fuel filler cap
- Disconnect the (-) battery cable (the black one), and keep it from touching the post with a thick rag or something non-conductive
- Unscrew the cap on the fuel rail test port. Place a rag beneath the port, and using the flat blade screwdriver, release the pressure inside the rail. (watch the face! It'll have some pressure if you just drove)
- Using masking tape, label the wires running to each injector 1-2-3-4-5-6 from front to back. It's very important to not mix these up.
- Disconnect the vacuum line from the fuel pressure regulator if you have one.
- Time to disconnect the fuel lines. I will say this is optional, but a VERY good idea since the fuel hoses are not very "flexy", and the lines break easily, and you'll like the freedom to pull on the fuel rail and remove as needed for the next steps. For pre-1996 engines, all you do is squeeze the white tabs together and CAREFULLY pull off the fuel line fitting. For 1996 and up engines, you will need a fuel line disconnect tool to separate the fittings (cheap at your local auto parts store). The fittings are different sizes so they can only go back on one way - no need to label them.
- Remove the throttle cable (and for those with auto transmissions/ cruise control - remove those cables also) from the throttle body linkage, unbolt the bracket, and set aside.
- Disconnect the injector electrical connectors. 1998 and down you just have to wiggle and pull, there may be a metal retaining clip to remove, use a pick to disconnect. 1999-2001 models have red locking clips that you need to disengage to pull the connector off.
- Unbolt the 4 bolts holding the fuel rail to the intake manifold. The rear most bolt is actually a stud since it's used as a wire holder also (nut + stud w/ nut in middle). Remember this - it will need to go back in the same place during reassembly.
- Remove the fuel rail and injectors. This will take some force to do, just wiggle the rail back and forth while pulling. Be careful not to bend the rail while doing this (ie - don't grab the middle of the rail and pull). The injectors will probably unseat suddenly so be ready. Carry it to an empty container, and empty out the fuel that remains in the rail.
- If any o-rings are still inside the holes in the head, use a screwdriver/ pick to carefully extract them. Inspect the openings to make sure all the o-rings are out, and there isn't a lot of crud in there.

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- There are metal "clip-nuts" that slide off the injector body where they attach to the rail, once removed, the old injectors should come right out of the fuel rail.
- Time to lube up! Grab your petroleum jelly, injectors, and lube up each o-ring, being careful to keep it away from the pintle holes.
- Leave the Pintle Caps installed(white cap on the end of the injector), DO NOT REMOVE THEM.
- Push each fuel injector into the rail, making sure to push straight, wiggle a bit if you need to but KEEP THEM STRAIGHT. After they are all seated fully, make sure they are rotated the correct way for installation.
- Re-install and torque fuel rail hold down bolts to proper specifications.
- Re-connect all links and connectors

IF YOU EXPERIENCE ANY ISSUES AFTER INSTALLING THE INJECTORS YOU MIGHT HAVE TO RESET YOUR PCM. THIS STEP IS RECOMMENDED TO PERFORM.

Disconnect the battery terminals and touch them together for 30 seconds. (This is to discharge the PCM capacitors, which maintain the Adaptive Memory.)

Reconnect the Battery Cables

Turn Ignition Switch to the "On" position but DO NOT start the engine

Turn Headlight "On"

Turn Headlights "Off"

Turn Ignition Key "Off"

The PCM Adaptive memory has now been flashed, or erased from the PCM.

When you start the engine it will be running off a set of pre-programmed tables that come with the PCM from the factory.

When you get the engine up to operating temperature the PCM will start to collect data for the "Adaptive Memory".

The PCM will collect data for Adaptive Memory for the first 50 Warm-up Cycles.